

COUNTRY East Germany
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TOPIC Brand Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 13 December 1952 to 26 January 1953

DATE OBTAINED 25X1 DATE PREPARED 20 February 1953

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 13 and 20 December 1952, seven trains with a total of 334 axles and a total weight of 3.15 tons arrived at Brand airfield. Another seven trains with 380 axles and a total weight of 3.665 tons including material for construction work at the field arrived between 21 and 27 December. Several trains with material and airmen arrived at the field after 6 January 1953.

2. the following personnel were employed at the field:
- 42 commercial employees,
 - 58 technical employees,
 - 58 auxiliary personnel
- and
- 1,048 workers
- The laborers worked a total of 153,259 hours.

3. The following air activity and aircraft were observed at the field between 9 and 26 January:

9 January. Air activity was started by an IIL-28 plane at 9 a.m. There was a 7/10 overcast at an altitude of 200 meters and a visibility of about 2 km. Flying was continued by three IL-28s which circled individually for about 30 minutes. Except for plane which had no tail guns, all the planes had their weapons in horizontal position during the take-offs, flights, and landings. One man each was identified in the tail gunner's station. During air activity in the morning, two sedans were parked on the taxiway in front of the flight control station. Nearby, there were some Soviet officers and five VFL officers. They had maps in their hands while observing the take-offs and landings of the jet planes.

10 to 12 January. There was no air activity. Eighteen jet bombers were parked in three groups of 5, 7, and 6 planes from east to west on the usual dispersal areas. The individual groups were about 40 meters apart. No plane had auxiliary fuel tanks.

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13 January. At 9:30 a.m., there was a 6/10 overcast at an altitude of about 400 meters and a visibility of 3 km. A small cart arrived at each of six jet bombers and shortly afterward the engines were started. Air activity began at 9:45 a.m., when an IIL-28 plane [] took off. An IIL-28 [] took off at 10:45 a.m. and landed at 11:30 a.m. Twelve additional flights were made until 1 p.m.

14 to 21 January. There was no air activity. A total of 14 jet bombers were parked in three groups of 4, 6, and 4 planes from east to west on the usual dispersal areas. The individual groups were 50 meters apart.

22 January. Preparations for air activity were started at 8 a.m. There was a 7/10 overcast at an altitude of 300 meters and a visibility of about 6 km. Three men climbed into the left front side of the IIL-28 plane []. The entrance hatch to the rear gunner's station could not be observed. The plane took off at 9 a.m. and remained aloft for one hour. Individual flying up to 3:30 p.m., included the IIL-28s []. At 3:30 a.m., the IIL-28 plane [] fired a red ground signal while flying at a low level over the field. Sometimes, the planes flew at very high altitudes.

23 to 25 January. There was no air activity. On all three days, civilian workers removed snow from the runway and strew sand on it.

26 January. After 8:50 a.m., three jet bombers individually circled over the field once or twice and landed subsequently. There was a 2/10 overcast at an altitude of 400 meters and a visibility of 4 to 5 km. A total of 22 planes were parked in an east-west row on the dispersal areas. The planes were arranged as follows: 1 biplane, 2 jet bombers, an interval of 30 meters, 1 multi-engine conventional plane, 5 jet bombers, an interval of 80 meters, 6 jet bombers, an interval of 80 meters, and 7 jet bombers. 2

4. On 9 January, [] about 400 workers were discharged in the last days and that work at the field was nearing completion. Workers also stated that Soviet Air Force soldiers, including many Mongolians, arrived at the field about 12 January. Truck [] was observed moving to the field.

6. On 13 January, three trains with Soviet personnel, furniture and luggage arrived at the field. No motor vehicles or heavy weapons were observed. 3

Comment. The arrival of trains with construction material is probably connected with the construction of shrapnelproof aircraft revetments along the taxiways and in the woods northwest and northeast of the field. The trains with material and air force soldiers which arrived after 6 January referred to the transfer of a bomber regiment from Finsterwalde to Brand. []

Comment. The old bomber regiment at Brand airfield was equipped with about 18 IIL-28s which were parked on the hardstand on days when no air activity was performed. The IIL-28s which [] were parked in groups of 2, 5, 6, and 7 planes on 26 January probably include two planes of the regiment from Finsterwalde airfield. It cannot

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be determined whether additional planes are parked at other sites. Therefore, it is still unclear how many IL-28s were transferred from Finsterwalde to Brand and where the Pe-2s of the two regiments from Finsterwalde are presently located. All the [] observed were previously reported from Brand airfield.

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[] Comment. The three trains which were observed arriving at the field on 13 January, probably carried elements of the bomber regiment from Finsterwalde to Brand.

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